(b) Number of EMU coaches procured in 1996-97, 1997-98, 1998-99 & 1999-2000 is as under:—

| Year | ICF | BEML | JESSOPS | Total |
|---|---|---|---|---|
| 1996-97 | 193 | 9 | 26 | 228 |
| 1997-98 | 164 | 24 | 16 | 204 |
| 1998-99 | 165 | 21 | 27 | 213 |
| 1999-2000 | 156 | 45 | 23 | 224 |
| | 678 | 99 | 92 | 869 |

(c) The number of EMU coaches ordered on M/s. Jessop during 1996-97, 1997-98, 1998-99 & 1999-2000 is as under:

| | |
|---|---|
| 1996-97 | 42 |
| 1997-98 | 56 |
| 1998-99 | Nil |
| 1999-2000 | Nil |

**Rail and Road Transport**

3778. SHRI BRATIN SENGUPTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the National Transport Policy Committee (NTPC) had fixed long back the share of Rail Transport at 72% and Roadways at 28%;

(b) whether it is also a fact that Railways are currently carrying only about 25% and Roadways 75%;

(c) if not, the real situation and the basis for this data;

(d) if so, what has been shortfall in freight traffic during 1997-98, 1998-99 and 1999-2000; and

(e) the changes in the Budget of 2000-2001 has brought in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) Yes, Sir. The National Transport Policy Committee (NTPC) in 1980 had allocated an optimal inter-modal mix of land freight traffic for Rail Transport at 72% and that of Road at 28%.

(b) and (c) The Indian Railways freight traffic was 301.52 BTKMs (revised estimated for 1999-2000). While Railways maintain comprehensive records of

the traffic carried by them similar data is not maintained by Roadways which is the other principal mode of land transport. Only some estimates prepared by committees/experts groups are available. These estimates are based on certain assumptions and may not be the actual quantum of traffic carried by Roadways. The latest estimates from the Planning Commission are available only for 1995. According to these estimates the share of railways in the land freight traffic is about 40%.

It may, however, be more appropriate to compare only that portion of the land transport as moves over medium and long leads as rail transport is more suited for such leads. Adopting this approach, a recent study by RITES had estimated the rail share in land transportation with a lead of more than 300 Kms. as 65.6% in 1995-96.

(d) Does not arise.

(e) In the railway budget for 2000-01, the railways have laid down an objective to raise the rail share of freight traffic to 50% during the first decade of the new millennium. To achieve this, there will not only be a substantial and time-bound augmentation of the line and terminal capacity on the saturated 'High-Density Network', but a multi-pronged new Freight Policy with the following elements:—

Recovering non-bulk high value traffic through appropriate marketing efforts.

Providing incentives like 'volume discount scheme'.

Offering the leasing route to Freight Forwarders in the Luggage Vans (SLRs) on popular mail and express trains.

Facilitating warehousing at existing railway terminals as a marketing tool to attract traffic.

Extending the new concept of Roll-On-Roll-Off (RO-RO) in freight movement trucks rolled on to flat wagons will be transported by Rail and unloaded from wagons at destinations to provide door to door collection and delivery. This has been successfully launched on the Konkan Railway.

Running of fixed schedule freight trains and terminal operations.

Launching the 'Freight Operations Information System' (FOIS) to provide real-time information to customers in regard to booking,

movement and delivery of freight consignments through Customer Service Cells to be set up on all Zonal Railways.

Using the shadow-path created behind fast moving mail/express trains for speedy movement of freight traffic. High speed goods trains are slated to follow superfast express trains with adequate safety precautions to ensure expeditious transit of select high value and perishable goods.

**Withdrawal of Rajdhani Express**

3779. SHRI SOLIPETA RAMACHANDRA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Nizamuddin-Secunderabad Rajdhani Express has been withdrawn;

(b) if so, from which date it has been withdrawn; and

(c) what are the reasons for its withdrawal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c) At present Secunderabad is connected to Nizamuddin by 2429/2430 Rajdhani Express on 4 days a week. The Nizamuddin-Secunderabad Rajdhani Express has been extended to Bangalore *via* Secunderabad w.e.f. 31.12.99. With this arrangement, Secunderabad is also connected to Bangalore by an overnight Rajdhani service 4 days a week and at the same time, Secunderabad has not been deprived of the Rajdhani services to Nizamuddin.

**Civic-Amenities at Chunar Railway Station**

†3780. SHRI RAMA SHANKER KAUSHIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry is constantly receiving memoranda/demand letters since 1995 from several persons and institutions for providing civic-amenities at Chunar railway station;

(b) if so, the details of demands made in such memoranda/demand letters; and

(c) what action has been taken so far by the Department, in this regard?

†Original Notice of the Question was received in Hindi.